



**Project:**  
SR-68, 500 South  
SP-STP-0068(21)68E

**Meeting Purpose:**  
Infrastructure & Transportation  
Stakeholder Workshop

**Meeting Time/Date:**  
12:00 pm to 5:00 pm March 21, 2006

**Location:**  
West Bountiful City Offices

**ATTENDEES:**

Name	Representing
Bryan Adams	Legacy/I-15 North
James Alhstrom	West Bountiful
Terrel Anderson	UPRR
Mark Athay	Bountiful Power
James Behunin	West Bountiful
Mike Christensen	Joe Hansen Thackery
Kim Clark	Project Team
Jodi Crawley	Holly Oil
Eric Eastman	Citizen
Patty Egginton	West Bountiful
Crystal Garstang	Project Team
Dawn Guegan	Project Team
Jon Hadlow	Woods Cross
Laura Hanson	CRSA
Reagen Howell	Holly Oil
Dave Jelmini	Holly Oil
HG Kunzler	Project Team
Brad Lucas	Project Team
Charles Mace	Project Team

Name	Representing
Jim Marshal	UPRR
Ed McPheeters	UP&L
Steve Meyer	UTA
Andy Neff	UDOT Region 1
Kent Parry	Woods Cross
Cory Pope	UDOT Region 1
Jim Rampton	South Davis Metro Fire
Lorraine Richards	Project Team
Ken Romney	West Bountiful
Steve Rush	UP&L
Mike Seely	UDOT Utilities
Miles Simonsen	West Bountiful
Betsy Skinner	UDOT Complex
Carlye Sommers	Project Team
Tim Stephens	Woods Cross
Gary Uresk	Woods Cross
Wendell Wild	West Bountiful
Ben Wuthrich	WFRC

**I. LUNCH**

Lunch was served from 12:00 pm to 12:30 pm.

**II. WELCOME & INTRODUCTIONS**

H.G. Kunzler welcomed the attendees to the meeting and thanked them for attending. Each attendee then introduced him or herself and briefly stated their interest in the project.

### III. OVERVIEW

- **Why We're Here**

H.G. gave a description of the project as well as a detailed presentation on the environmental assessment process. Currently this project is in the alternative evaluation phase and the final decision on the environmental document is expected a year from now. Following this presentation, H.G. turned the time over to Kim Clark who explained the purpose for the workshop. Prior to the workshop a list of questions was distributed to the attendees to stimulate thoughts about the 500 South project. The workshop was an opportunity for each stakeholder to showcase their vision for 500 South. Ben Wuthrich, with the Wasatch Front Regional Council (WFRC), spoke briefly on the funding for this project. A report on highway and mass transit usage extending to 2030 indicated that this project should be completed as a first phase leading to future projects. The funding for the project, therefore, has been allocated for 2007-2008. The WFRC views 500 South as a minor arterial roadway that will serve traffic between I-15 and Legacy Parkway.

### IV. STAKEHOLDER GOALS DISCUSSION

- **Visions & Goals for the 500 South Corridor**

Kim asked each stakeholder to present their vision for the project to the group.

- **UDOT – I-15/Legacy Parkway – Bryan Adams**

Bryan Adams explained that part of the court settlement for Legacy included a clause that forbids UDOT from increasing capacity on mainline I-15 within the Legacy Parkway project limits until 2020. This settlement is in place so that future commuter rail operations and Legacy Parkway can be fully established before additional capacity projects on I-15 are approved. A reconstruction of the 500 South interchange can be completed but it will require an individual environmental document. Legacy Parkway is slated to be completed in October 2008.

- **UDOT Region 1 – SR-68, 500 South – Cory Pope**

UDOT is charged with providing a safe and efficient transportation system, requiring access management and planning. UDOT balances between making improvements necessary to meet travel demands and reducing impacts to the area. A grade separation can be considered as a long term goal. UDOT relies on the community to provide a vision for a certain area and feels that good planning can facilitate the needs of everyone.

- **West Bountiful – Mayor James Behunin**

West Bountiful city envisions the project including a grade separation at the rail crossing, a single point urban interchange (SPUI) constructed at I-15 and a signal placed at 700 West. A key concern is that 700 West will need to be extended to 800 West, allowing traffic a north and south connection route. In addition West Bountiful feels that accessing businesses to the north of 500 South is crucial. James feels the only time Legacy Parkway will become beneficial to West Bountiful will be when an incident forces traffic from I-15 or Legacy Parkway onto 500 South. However during those periods congestion will occur and 500 South must be constructed for additional capacity. A historic building in West Bountiful will also need to be addressed and the city will be responsible for this.

- **Woods Cross – Mayor Kent Parry**

Woods Cross feels that Legacy Parkway will bring growth and development to their community. The Legacy/500 South interchange will act as a gateway to the city with 500 South being a “parkway” with limited access. The city’s main concern is that a grade separation is needed at the rail crossing to effectively move traffic through the area. In addition, Kent is concerned with access management and retaining the cohesiveness of the Woods Cross community. Access north and south will need to be maintained on 700 West or 800 West.

- **Commuter Rail – Steve Meyer**

UTA’s vision for 500 South is a route that leads to the commuter rail station. UTA and Woods Cross are currently discussing closing the south leg of the 800 West and 500 South intersection. West Bountiful has already approved the closure which will accommodate the commuter rail station. With this closure there may be a need for a signal at 700 West. When the commuter rail station is complete, in 2008, additional traffic and trains will lead to congestion at the rail crossing. The rail station will accommodate 750 vehicles and 58 commuter rail trains a day. Commuter rail trains will have 20 minute headways during peak hours and 40 minute headways throughout the rest of the day. These trains will average one to one and a half minute gate closures on 500 South per crossing.

- **Holly Oil Corporation– Dave Jelmini**

Holly Oil's main concern with the project is maintaining access to their facility. The company currently is planning on additional growth which will increase the switching of trains to load and unload train cars. Holly Oil may investigate an option of modifying their track and loading areas to eliminate switching operations across 500 South. If a grade separation is chosen, access to the refinery and the filling stations will be impossible at their current locations. The filling station would need to be relocated with a grade separation or if any right-of-way is needed from that parcel.

- **Utah Power and Light – Steve Rush**

Utah Power is planning to complete a new substation by June of 2007. It is Utah Power's intention to expand the current substation located near the south west corner of 500 South and UPRR intersection. UP&L is currently in negotiations with Holly Oil Corporation for the land they need for expansion. The expansion footprint would be approximately 250' x 500' and the designers will need to know the location of 500 South before the design is completed. If a grade separation is chosen then the north/south transmission lines will be impacted and will need to be raised or relocated. Transmission lines on the south side of 500 South may also be impacted. Retaining access to the existing substation and obtaining access to the future substation is a concern.

- **Bountiful Power – Mark Athay**

Bountiful Power's current substation lies to the west of the future Legacy Parkway. This substation is running near capacity and Bountiful Power needs to build a new substation. It is their intent to co-locate with Utah Power. In building together costs and space requirements will be kept at a minimum. The main concern for the new substation will be access for Bountiful Power employees to the site.

- **Transit Oriented Development – Gary Uresk**

Transit Oriented Development will be placed adjacent to the commuter rail station on land owned by Doug Smith. A parking lot on the west side would reduce traffic at 700 West and 500 South. A pedestrian overpass will need to be constructed over the existing tracks to provide access to the rail station from the parking area.

- **Union Pacific Railroad – Jim Marshal**

UPRR was instructed by the federal government to reduce their at-grade crossings by 25% in order to increase safety. Therefore UPRR is interested in making the 500 South crossing a grade separation. Currently 36 freight trains, some as long as 10,000 feet, use the tracks over 500 South each day. UPRR cannot reduce the train volume, determine a frequency or set length limits for these trains. UPRR is currently experiencing growth and does not anticipate this growth to subside in the future and therefore will need to use the 500 South track area for an additional third track. UPRR is in favor of relocating the switching of Holly Oil delivery cars, which usually happens twice a day, to the Denver, Rio Grande and Western (DRG) line for increased safety and reduced congestion on the UPRR mainline. Trains are stored between 500 South and the Salt Lake rail yard so inspections can be made in Salt Lake, this causes slowing of trains crossing 500 South. Trains are able to stop in an intersection for a maximum of five minutes, however, they may block an intersection for an unlimited amount of time as long as the train remains in motion. Jim feels funding to improve the rail corridor, including the rail yard, may be available in five years. This funding would improve train movement through the rail yard which would alleviate slowing over 500 South.

- **Emergency Response Teams – Jim Rampton**

The local emergency response teams are currently delayed by passing trains on 500 South daily. Possible solutions for this include placing a camera at the crossing to inform dispatch that trains are approaching the railroad crossing.

## **V. BREAK**

## **VI. ISSUE IDENTIFICATION**

White and colored sheets of paper were distributed to each table. Participants were asked to write down current issues with 500 South. Colored paper was used for issues from 1100 West to I-15 and white paper was used for all issues outside that area. After a brief brainstorming period the papers were collected and divided into categories. The categories with issues were as follows:

### **1. Right-of-Way Issues**

- Ability to load trucks at the Holly Energy filling dock if the road is widened
- Preservation and extension of UP&L's substation
- Acquisition of property for future substation expansion

2. 800 West Issues

- Increase in rail traffic
- Increase in motor vehicle traffic
- Access at 800 West to West Bountiful and Woods Cross
- Emergency response time
- Access from 800 West going east on to 500 South with increased traffic will become more dangerous
- 800 West provides access to north/south areas
- Future UDOT plans preclude 400 North to 500 South freeway access

3. Access Issues

- Truck access to filling station at Holly Energy
- Existing and future access to power substation
- Commuter Rail station access of 500 South and 700 West
- Blocking of traffic from left turn traffic into businesses east of I-15
- Truck access to the refinery from the south if grade separated

4. Grade Separation and General Rail Congestion Issues

- Impact to the UP&L substation if grade separation is chosen
- Impact to residents and businesses (either option chosen)
- Loss of access to property due to grade separation
- Truck access to the refinery from the south due to city ordinance
- Train capacity
- Proposed new crossings
- Railcar switching for refinery
- Train congestion at 500 South

5. Safety and Security Issues

- Crossing safety
- Vehicle delays
- Safety and security with public traffic on 800 West
- Congestion at I-15 interchange
- Congestion at 700 West
- Traffic accidents related to congestion

**VII. BREAK**

**VIII. ISSUE RESOLUTION**

The participants were asked to form four new groups with one representative from each stakeholder in the new groups. The groups were then asked to brainstorm possible solutions to each of the issues and who would be responsible for implementing the solution. The attendees were asked to keep access, funding, landscape, and design in mind when proposing solutions.

The issues and solutions were presented as follows:

<b>Congestion</b>		
<b>Issue</b>	<b>Action</b>	<b>Responsible Party</b>
Crossing Safety	Grade Separation, Traffic Signals, Pedestrian Overpass, Fencing	UDOT, Local Governments, Local Developers, UTA, UPRR
Safety & Security of Refinery	Close north leg of 800 West and 500 South to public	Holly Oil, UDOT, West Bountiful
Safety of public driving through refinery site	Close north leg of 800 West and 500 South to public	Holly Oil, UDOT, West Bountiful
I-15 Interchange Congestion	Reconfigure for an interchange	UDOT, Local Government
Congestion at 700 West	Traffic Signal	UDOT, Local Government, UTA
Crashes at 800 West and 500 South	Overpass, Access Control, Signal, More Travel Lanes, Longer Turn Pockets	UDOT, Local Government
Vehicle Delay (East/West Traffic)	More Travel Lanes, Traffic Signals, Longer Turn Pockets, Grade Separation	UDOT, Local Government

<b>Access</b>		
<b>Issue</b>	<b>Action</b>	<b>Responsible Party</b>
Access to Substation (future and existing)	Access off 500 South, Access through future development, Access off of 950 West	UP&L, Holly Oil, TOD
Truck access to filling station	Rotate bays, Move station	Holly Energy, West Bountiful
Truck access to refinery from south (if grade separation is chosen)	700 West bypass with railroad grade separation, Re-route trucks within Holly	Holly Oil, West Bountiful
UTA station access off 500 South and 700 West	Relocate parking to the west of the railroad with a pedestrian overpass	TOD, UTA

<b>Grade Separation and General Rail Congestion</b>		
<b>Issue</b>	<b>Action</b>	<b>Responsible Party</b>
Overpass impacts to substation	Build substation at 850 to 950 West	UDOT, Utah Power
Overpass impacts to property access	Reconfigure access to refinery	Holly Oil, UDOT, West Bountiful
	700 West extension	UDOT, West Bountiful
	Purchase additional property to provide access to those without	UDOT, West Bountiful
	Access of substation through TOD	TOD, Woods Cross, Utah Power
	Relocate refinery filling station loading	Holly Oil, West Bountiful, UDOT
	Signal at 800 West	UDOT, Woods Cross, West Bountiful
Refinery truck access on 400 North if 800 West is closed	Coordination between Holly and West Bountiful	Holly Oil, West Bountiful
New crossings/Train Capacity	Secure funding for grade separation, Phased Construction	Woods Cross, West Bountiful, UDOT
At grade crossing on 800 West for internal Holly rail switching	Close 800 West, trade at grade for 500 South, justify safety by moving switch off of 500 South	Holly, UPRR, UDOT, West Bountiful
<b>800 West</b>		
<b>Issue</b>	<b>Action</b>	<b>Responsible Party</b>
North/South Access Between Woods Cross and West Bountiful	Keep at-grade intersection at 800 West with a signal located at both 800 West and 700 West	UDOT
	Grade separation over rail and grade separate 800 West to tie into 500 South	UDOT, Holly Oil
	Realign 800 West to 700 West with grade separation	UDOT, Local Government



**IX. DISCUSSION OF ISSUE RESOLUTIONS**

After reviewing all of the actions that are needed it was agreed upon that at this time the project will move forward with an at-grade crossing with future studies looking at the feasibility of the grade separation and realignment of the north leg of 800 West. In addition this current study will research the need for a signal at 700 West and 800 West. West Bountiful City and Woods Cross will each sign a letter indicating that this plan of action is acceptable to the cities.

**X. WRAP-UP**

H.G. Kunzler and the project team thanked everyone for their attendance and cooperation through out the afternoon.